

Historic, archived document

Do not assume content reflects current scientific knowledge, policies, or practices.

LIBRARY
RECEIVED
★ JAN 1 1935 ★
U. S. Department of Agriculture

THE GARDEN CALENDAR.

A radio discussion by W. R. Beattie, Bureau of Plant Industry, delivered in the Department of Agriculture period of the National Farm and Home Hour, broadcast by a network of 50 associate NBC radio stations, Wednesday, December 26, 1934

--ooOoo--

Well, folks, believe it or not, Morse Salisbury and I are both on the job today. Last Saturday Morse called me on the phone and said, "Do you think you could go on the Farm and Home Hour next Wednesday?" I said, "Why not," and he replied, "Oh, you know it is the day after Christmas and I thought maybe," but this is the day after and we are both on the job.

Several weeks ago I announced that I was going to give you a series of talks on improving our home surroundings and fixing up our homes so that they will be more attractive and pleasant to live in. Well, we have had a series of interruptions that caused us to turn aside from our plan. Time was called on me one day four or five weeks ago when I was right in the middle of a discussion of roads and walks around the home. I had just suggested that if we want to keep out of the mud in most sections it will be necessary to build a good road to get us out onto the main highway. I once knew a man who lived a short distance back from a concrete highway but he had to put his car up for the winter because the lane from his house to the main road was impassable, but there was some excuse for this man because there was not enough stone within five miles of his place to build a road. My idea is to utilize the best material that can be secured. It may be broken stone, gravel, cinders or even a combination of sand and clay, but first of all follow the road engineers advice and before you add any road material grade up your road and provide good drainage. Good ditches alongside the road and enough of a crown in the center to shed the water will solve about fifty per cent of the problem, then add your surfacing material and you'll have a good road. Much of the work of road building on the farm can be done during open periods in winter when other work is not pressing.

So much for the road matter. Now our next suggestion is that you plant trees along your roadways. Mr. F. L. Mulford of our Horticultural Division has given us a most splendid bulletin on "Trees for Roadside Planting." Perhaps some of you would like to jot down the number of this bulletin and while you are looking for a pencil let me suggest that there are native trees suitable for roadside planting in every section of the country and Mr. Mulford has divided the map of the United States into 32 regions and given a list of the kinds of trees that are adapted for planting in each of these 32 regions. Now if you have that pencil and a scrap of paper ready, the bulletin is Farmers' Bulletin Number 1-4-8-2. Let me repeat the number -- Farmers' Bulletin 1-4-8-2.

Mr. Mulford says that oaks, of which there are species native to nearly all parts of the country, are more generally useful for roadside planting than any other kind of tree. Maples are next in importance for a large part of the country, but you've got to know your maples because some of the species are not much good for roadside planting, especially the soft maples because they break too easily.

(over)

and they soon decay. The Norway maple is much more durable and makes an excellent roadside tree for the sections where it will grow.

Somehow I sort of lean toward oaks when it comes to selecting trees for planting along the roadsides and around our homes. A lot of folks object to oaks because they grow slowly, especially the live oaks and the white oaks, but when you plant a live oak or a white oak you have planted a tree that will last through several generations of people and your grandchildren of five generations descended may play under that tree. Maples, elms and a number of the quick growing trees are all right for planting as fillers between the main trees so as to make a quick showing but you must have the nerve to cut them before they crowd the permanent trees.

A mistake that most of us make, is to plant our roadside trees too close together and often too close to the road itself. Take one of those big live oaks of the south with a limb spread of 60 to 70 feet in all directions. That means a diameter of 120 to 140 feet. A white oak will often attain a spread of 60 to 80 feet. Red oaks grow quickly but they will often have a spread of 60 feet. Elms grow tall but very often they will have a spread of 75 or 80 feet. Whenever any of these trees are planted 30 to 40 feet apart, as is often the case, they soon crowd and do not make symmetrical trees.

Another point about tree planting, always plant the kinds of trees that grow naturally in the neighborhood, oaks, elms, maples or whatnot, stick to the native kinds. You can very often get good trees right from the woods nearby, but in case you do plant the native wild trees be sure to prune the branches considerably and save all of the roots you possibly can and above all don't let the roots dry out. In my next talk I want to discuss the arrangement of trees around the home and now in closing let me wish you one and all a Happy, Happy New Year.

11/11